



TRIUMPH 1971



Triumph Toledo. 'The noise abatement car'

This nickname for the Triumph Toledo was prompted by the quietness and smoothness of its performance. It also indicates the quality you get in this lower-priced saloon.

Start with the finish. The body is electro-painted. A new process which sees every nook, cranny and crevice gets paint and protection. The end result is noticeably immaculate.

Another quietly noticeable feature is the

1300 engine. The only chatter you hear is that of your passengers.

Then look at the room. Enough room behind the wheel for a real longshanks. And masses of room for four of you.

Plenty of boot room, too. You don't have to fit your luggage to suit the spare wheel — it's tucked away under the floor.

Fully carpeted. Recessed door handles, arm rests, and flat safety window

winders. Coat hooks. Energy-absorbing steering column, with anti-theft lock.

Easy-to-understand heat and ventilation controls. And a central box into which you simply plug-in the seat belts — none of the usual tangle.

Suspension is independent at the front. And a new 4-link 'live' axle system at the rear helps make the Toledo an extremely well-disciplined car.



Triumph 1500. The 1½ litre limousine

Inside the Triumph 1500 you get all the generous, spacious advantages of limousine-type comfort.

Yet, when it comes to parking, you aren't stuck with unmanageable length. The wide seats are every bit as comfortable as they look. And stay that way throughout the longest journeys.

Walnut veneered door cappings, deep-pile carpet, armrests on all doors and in the centre of the rear seat, cigar lighter,

and courtesy lights on all four doors, are some limousine-type refinements that put the Triumph 1500 ahead of its class. A simple, column-mounted clamp makes steering wheel adjustment quick and easy. This, in combination with a possible 81 driving seat positions, makes it the nearest you'll get to a made-to-measure car.

And only the British weather can rival the permutations of 'climate' available

from the heating and ventilation system.

Front wheel drive plus sophisticated front suspension is the secret of its super stability when cornering. Brakes are servo-assisted, so you can be very sure of the stopping power.

0-50 takes 12.5 seconds, 30-50 in top takes 11.5 seconds. On the open road you'll find the 1500 eagerly responsive, and elegantly nimble in town traffic.



Triumph 2.5 P.I. Mk2. The V.I.P. car

That the Triumph 2.5 P.I. has so quickly joined the exclusive ranks of cars suitable for VIP's is an indication of its quality and performance.

The accommodation of the 2.5 P.I. Mk2 is, of course, luxurious. Front seats are slung low, tall-backed and fully reclining.

A wealth of walnut veneer, sumptuous carpets, cigar lighter, electric clock and so on are included.

The 2.5 P.I. Mk2 has the acceleration

to make many a sports car crawl with shame. Its petrol injected, 6-cylinder engine produces a reliability of power not possible with conventional carburettors.

You go from 0-50 in 7.5 seconds. In top, from 60-80 in 10.5. Top speed is 110 m.p.h.

The ride is silky, smooth and strain-free. And bounce-free, due to the superb cushioning of all-independent suspension.

And no matter how much you pour on the power, the engine always stays smooth and quiet.

Little more than finger flexing is needed to operate the wipers, washers, lights, dip, indicators and horn — instantly, easily and without straining against the seat belt.

You adjust the steering wheel by using a simple, secure, quick release lever.

Brakes are servo-assisted, and all doors have anti-burst locks.



Triumph 2000. The 2000 guineas touch for £1,549

In its distinguished life, the Triumph 2000 has become a 'classic'. Yet its price hasn't reached the big-money stakes. Rich in performance and richly appointed — that's the Triumph 2000 Mk2.

It looks much longer and sleeker than its predecessor. Yet the actual increase is only 8½ inches.

The sportier appearance comes from wider wheel rims (5J) and a wider track. Which besides being more cosmetically

pleasing gives more stability and road-hold.

The 6-cylinder engine (a feature normally reserved for 3-litre cars) has a boosted compression ratio of 9.25:1. Interior enrichments are tall-backed, fully reclining front seats, a wealth of walnut veneer, cigar lighter, electric clock and so forth.

All controls are at your fingertips on two stalks. And you 'dial' your lights from a rotary switch on the column.

Adjusting the steering wheel is a simple (and safe) do-it-yourself job. No spanners or strength needed.

The ride is incredibly smooth, thanks to superb, fully independent rear suspension and it is quiet. Its top gear acceleration (40–60 in 9.8 seconds) makes overtaking safe and serene. Check the *overtaking* speeds of its 2-litre rivals, and you'll find the Triumph 2000 Mk2 in a class by itself.

Triumph Stag. The challenger

Some people think the Continentals have the reputation for really stylish, pacy grand tourers all to themselves. But now there's the Triumph Stag that reputation's due to fade.

The Stag rides so easily it seems to shrink long, tiring roads. You get true sports car handling with real saloon car comfort.

It has a V8 engine, delivering a massive 145 b.h.p. And the zip you get in the lower gears (0-30 in 3.5 seconds) in no way impairs the flexibility you get in top (50-70 in 8 seconds). Top speed is 118 m.p.h.

The comprehensive range of instruments is compactly set for instant reading. And the controls are perfectly grouped for instinctive operation.

Whether you have it soft top or hard top, the Stag's style is sporty but suave. It is richly appointed with fully reclining front seats, adjustable for height, rake, and fore/aft movement, electrically operated side windows, walnut veneered fascia and console, etc.

Steering is power-assisted, and a direct-acting servo, divided braking system puts the massive authority of 10½ in. caliper front discs and self-adjusting rear drums under your foot.

With the hood down, roll over bar exposed, and twin exhausts ebulliently burbling, you can overtake the Continentals in style.

And for around two grand less than the Stag's chief rival.





Triumph TR6

A long power-breathing nose tells you the Triumph TR6 packs real urge. The urge of petrol-injection. The only British production sports car with this sophisticated power-boosting fuel system.

Cockpit comfort is superb. Body-hugging bucket seats hold you firm through the wildest corners. Instrumentation is as clear as daylight. Face and foot level ventilation cuts the fog. Two-speed heater/demister keeps you snug. Take-off in the TR6 is a real catapult job. You're up to 50 in 6½ seconds. Under power you take the dizziest bends as securely as you streak up the straights. Acceleration, in top, goes like this: 30-50 in 7 seconds, 40-60 in 7, 60-80 in 8. Top speed is 120 miles an hour.

Triumph Spitfire Mk3

The Spitfire gives you more fun per mile, and more fun per £ than anything else on wheels.

Whizz the hood down — and the fun-runner's a sun-runner. (Note the zippered rear window).

Thanks to the braced-all-the-way steel girder chassis and all-independent suspension, the Spitfire holds the road with cat-sure confidence. And its 24 ft. turning circle makes tight spots look like wide open spaces.

Pull-up is crisp and clean because the fade-resistant 9 in. front discs respond to a feather touch.

Climb aboard, turn on, and you flash up to 50 in 9 seconds. Top speed: 100 m.p.h.

Triumph GT6 Mk2

With 104 b.h.p. under the bonnet, the GT6 puts up a streaking performance. 0-50 in 7½ seconds.

In top, 40-60 in 8 seconds, 50-70 in 9. And the 2-litre engine and its six big cylinders stay smooth all the time. Top speed is 110 m.p.h.

It takes tight corners and fast bends without wagging its tail. Wishbone independent rear suspension gives road-hold and cornering power to match the vivid performance.

And in other tight spots, it's worth knowing that the GT6's turning circle is 7 ft. smaller than its nearest competitor's.

Every inch of its tailored-for-speed bodyline is racy. Every inch reliable. Big-grip 9.7 in. front discs give you all the stopping power you'll ever need.

The rear window is heated. And the doors have anti-burst locks.





Triumph Herald 13/60. The Wives' Car (?)

In two-car families, the first choice of second car is most often the Triumph Herald 13/60. Second cars are for wives. But look what happens.

The Herald 13/60 is splendidly racy to look at. It has a zoomy 1296 c.c. engine, delivering 61 b.h.p.

Which means less gear changing. Safer

overtaking. Faster acceleration (0-50 in 12 seconds).

It simply eels its way through town traffic. And in the tightest parking situations it escapes without a scrape.

It slots cosily into spaces only 3 feet longer than itself. And turns full circle in only 25 feet, less than a London taxi.

Six-footers can drive it in comfort. And the people in the back have enough leg room.

Then there are all its other virtues. Real steel girder chassis. Crunchless rubber bumpers. All-independent suspension. Front discs and heater demister are standard equipment, not optional extras.

BRIEF SPECIFICATION

TOLEDO

Engine, 4 cylinder, 1296 c.c. Bore 73.7 mm. Stroke 76 mm. Compression ratio 8.5:1.
Maximum power 58 b.h.p. nett at 5300 r.p.m.
Maximum torque 840 lb. in. at 3000 r.p.m.

Acceleration.	Speed range	Time (secs.)
Top gear	20-40 m.p.h.	12.0
	30-50 m.p.h.	12.0
	40-60 m.p.h.	13.5
Through gears	0-50 m.p.h.	12.5
	0-60 m.p.h.	18.5

Maximum speed: 85 m.p.h. depending on conditions.
Brakes. Drum type. Pedal operates all 4 brakes hydraulically. Hand lever operates rear brakes mechanically.
Clutch. Diaphragm type, hydraulically controlled. 4 forward gears and reverse. Synchromesh on all forward gears. Silent helical gears.
Suspension. Front — independent with coil springs. Rear — 4 link live axle system.
Body. Unitary construction 2 door, 4 light, 4 seater saloon. Steel panelled body, rust proofed and dust proofed. Curved zebra zone toughened safety glass windscreen. Forward hinged doors with anti burst locks and push button handles.
Wheels. Steel disc type, 4J flat safety ledge rims.
Dimensions. Length 13' 0 $\frac{1}{2}$ ". Width 5' 1 $\frac{1}{2}$ ". Height (unladen) 4' 6". Turning circle 29' 9".
Weights (approx.).
Dry (excluding extra equipment) 16 $\frac{1}{2}$ cwt.
Basic kerb (includes tools, fuel, oil and water) 17 $\frac{1}{2}$ cwt.
Maximum gross vehicle weight 24 cwt.

1500

Engine, 4 cylinder, 1493 c.c. Bore 73.7 mm. Stroke 87.5 mm. Compression ratio 9.0:1.
Maximum power 61 b.h.p. (nett) at 5000 r.p.m.
Maximum torque 970 lb. in. at 2700 r.p.m.

Acceleration.	Speed range	Time (secs.)
Top gear	20-40 m.p.h.	11.0
	30-50 m.p.h.	11.5
	40-60 m.p.h.	13.0
Through gears	0-50 m.p.h.	12.5
	0-60 m.p.h.	18.0

Maximum speed: 87 m.p.h. depending on conditions.
Brakes. Caliper discs at front. Self-adjusting drums at rear. Direct acting servo. Pedal operates all 4 brakes hydraulically. Hand lever operates rear brakes mechanically.
Clutch. Diaphragm type hydraulically operated. 4 forward speeds and reverse. Synchromesh on all forward gears.
Suspension. Front — independent with coil springs. Rear — 4 link system incorporating tubular beam axle.
Body. Unitary construction 4 door, 4 light, 4 seater saloon. Steel panelled body, rust proofed and dust proofed. Curved zebra zone toughened safety glass windscreen. Forward hinged doors with anti-burst locks and push button handles.
Wheels. Steel disc type, 4J rims. Stainless steel wheel trims.
Dimensions. Length 13' 6". Width 5' 1 $\frac{1}{2}$ ". Height 4' 6". Turning circle 33'.
Weights (approx.).
Dry (excluding extra equipment) 18 cwt.
Basic kerb (including tools, fuel, oil and water) 19 cwt.
Maximum gross vehicle weight 26 cwt.

2000 Mk2

Engine, 6 cylinder, 1998 c.c. Bore 74.7 mm. Stroke 76 mm. Compression ratio 9.25:1.
Maximum power 90 b.h.p. at 5000 r.p.m.
Maximum torque 1410 lb. at 2900 r.p.m.

Acceleration.	Speed range	Time (secs.)
		Saloon Estate
Top gear	30-50 m.p.h.	9.6 10.1
	40-60 m.p.h.	9.8 10.3
	50-70 m.p.h.	11.6 12.1
Through gears	0-50 m.p.h.	9.8 10.3
	0-60 m.p.h.	13.6 14.1
	0-70 m.p.h.	19.1 19.6

Maximum speed: Saloon 100 m.p.h. Estate 95-97 m.p.h.
Brakes. Caliper discs at front. Drums at rear. Direct acting servo. Pedal operates all 4 brakes hydraulically. Hand lever operates rear brakes mechanically.
Clutch. Diaphragm type hydraulically operated. 4 forward speeds and reverse. Synchromesh on all forward gears.
Suspension. Independent on all 4 wheels.
Frame. Unitary construction with separate rear sub-frame.
Body. 4 door, 6 light, 4-5 seater. Steel panelled body, rust proofed and dust proofed. Safety glass windscreen. Forward hinged doors with push-button handles.
Wheels. Steel disc type. 5J hump-type rim with stainless steel trims.
Tyres. Saloon — Dunlop 6-50-13 C41 Tubeless
Estate — Dunlop 175 SR.13 SP.68.
Dimensions: Length: Saloon 15' 2 $\frac{1}{8}$ ". Estate 14' 9 $\frac{1}{2}$ ".
Width 5' 5". Height (unladen) 4' 8". Turning circle 34'.
Weights (approx.).
Dry (excluding extra equipment) 22 $\frac{1}{2}$ cwt. 23 $\frac{1}{2}$ cwt.
Complete (including fuel, oil, tools and water) 23 $\frac{1}{2}$ cwt. 24 $\frac{1}{2}$ cwt.
Max. gross vehicle weight 32 $\frac{1}{2}$ cwt. 34 cwt.
Optional items at extra cost.
Overdrive on top 2 gears, electrically operated by switch on gear lever knob.
Borg-Warner Transmission (fitted only with 3.7 axle).
Power steering.
Dunlop 175 SR.13 tyres (saloon only).

2.5 P.I. Mk2

Engine, 6 cylinder, 2498 c.c. Bore 74.7 mm. Stroke 95 mm. Compression ratio 9.5:1.
Maximum power 132 b.h.p. at 5450 r.p.m.
Maximum torque 1840 lb. in. at 2000 r.p.m.

Acceleration.	Speed range	Time (secs.)
		Saloon Estate
Top gear	30-50 m.p.h.	8.0 8.5
	40-60 m.p.h.	8.5 9.0
	50-70 m.p.h.	9.0 9.5
Through gears	0-50 m.p.h.	7.5 8.0
	0-60 m.p.h.	10.5 11.0
	0-70 m.p.h.	14.0 14.5

Maximum speed: Saloon 109-111 m.p.h.
Estate 105-107 m.p.h.
Brakes. Caliper discs at front. Drums at rear. Direct acting servo. Pedal operates all 4 brakes hydraulically. Hand lever operates rear brakes mechanically.
Clutch. Diaphragm type hydraulically operated. 4 forward speeds and reverse. Synchromesh on all forward gears.
Suspension. Independent on all 4 wheels.
Frame. Unitary construction with separate rear sub-frame.
Body. 4 door, 6 light, 4-5 seater, steel panelled body, rust proofed and dust proofed. Safety glass windscreen. Forward hinged doors with push-button handles.
Wheels. Steel disc type, 5J hump-type rim with simulated magnum trims.
Tyres. 185 SR.13 G.800.
Dimensions. Length — Saloon 15' 2 $\frac{1}{8}$ ". Estate 14' 9 $\frac{1}{2}$ ".
Width 5' 5". Height (unladen) 4' 8". Turning circle 34'.
Weights (approx.).
Dry (excluding extra equipment) 22 $\frac{1}{2}$ cwt. 23 $\frac{1}{2}$ cwt.
Complete (including fuel oil, tools and water) 24 cwt. 25 cwt.
Maximum gross vehicle weight 32 $\frac{1}{2}$ cwt. 34 $\frac{1}{2}$ cwt.
Optional items at extra cost.
Overdrive on top two gears, electrically operated by switch on gear lever knob.
Borg-Warner Transmission. Type 35. P.R.N.D.2.1 System.
Power steering.

SPITFIRE Mk3

Engine, 4 cylinder, 1296 c.c. Bore 73.7 mm. Stroke 76 mm. Compression ratio 9.0:1.
Maximum power 75 b.h.p. at 6000 r.p.m.
Maximum torque 900 lb. in. at 4000 r.p.m.

Acceleration.	Speed range	Time (secs.)
Top gear	20-40 m.p.h.	10.0
	30-50 m.p.h.	9.5
	40-60 m.p.h.	9.5
Through gears	0-50 m.p.h.	9.0
	0-60 m.p.h.	12.5

Maximum speed: 100 m.p.h. depending on conditions.
Brakes. Caliper discs at front. Drums at rear. Pedal operates all brakes hydraulically. Hand lever operates rear brakes mechanically.
Clutch. Diaphragm type hydraulically operated.
Suspension. Independent on all 4 wheels.
Frame. Double backbone, channel section with outriggers.

Body. 2 door, 2 seater sports. Steel panelled coachwork. Safety glass screen. Forward hinged doors with anti-burst locks. Folding soft top hood with wrap-round rear window.
Wheels. Steel disc with chrome plated nave plates.
Tyres. 5.20S-13 nylon tubeless.
Dimensions. Length 12' 3 $\frac{1}{8}$ ". Width 4' 9". Height (with hood erect) 3' 11 $\frac{1}{2}$ ". Turning circle 24'.
Weights (approx.). Dry (excluding extra equipment) 14 cwt.
Complete (including fuel, oil, tools and water) 14 $\frac{1}{2}$ cwt.
Maximum gross vehicle weight 18 $\frac{1}{2}$ cwt.
Optional items at extra cost.
Overdrive on top 2 gears electrically operated. Tonneau cover.
Whitewall tyres. S.P. tyres.
Detachable steel hard top, fully weatherproof.
Heater.

